

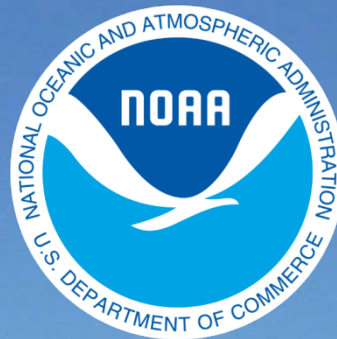
BookletChart™

Damariscotta, Sheepscot and Kennebec Rivers

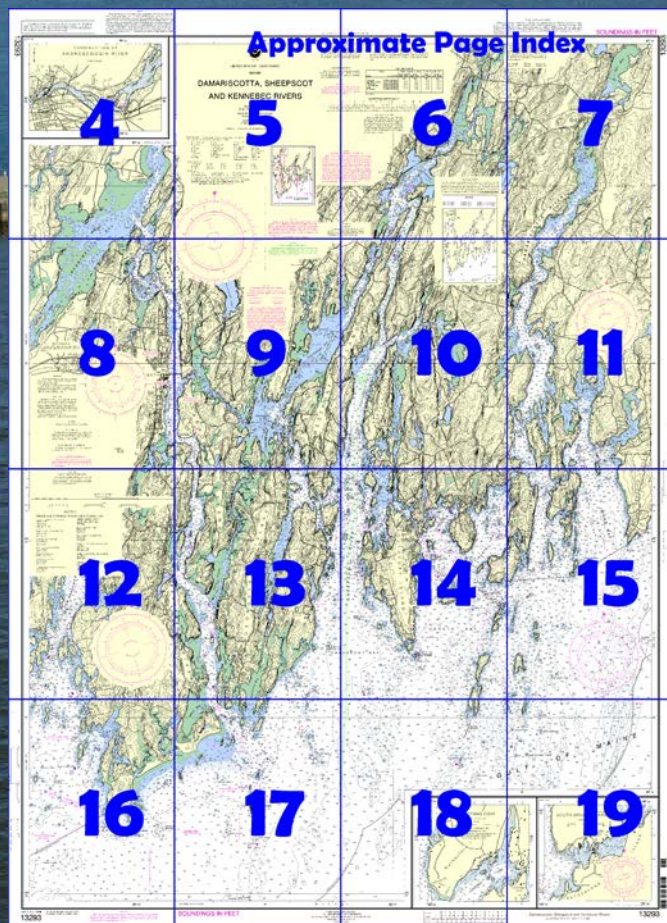
NOAA Chart 13293

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=13293>.



(Selected Excerpts from Coast Pilot)
Johns Bay (43°50.0'N., 69°32.0'W.) is westward of Pemaquid Neck, between it and **Rutherford Island**. Its entrance is about 1.4 miles wide, and the length of the bay is 2 miles to Johns Island, above which Pemaquid River empties into the northeastern end. Johns River flows into the northwestern part. Depths in the bay are very irregular, and there are several ledges and rocks. A high square observatory tower on Rutherford Island is prominent.

Though not commercially important, the bay has summer resorts on its shores and is used as an anchorage by fishermen and yachtsmen. The holding ground is poor except in a few spots near the head of the bay

and in the coves. Port Clyde, eastward, and Boothbay Harbor, westward, are preferable at all times.

Pemaquid Harbor (43°52.5'N., 69°32.0'W.) is at the entrance to Pemaquid River, northeastward of Johns Island. The bottom is rocky and irregular, but there is a fair anchorage for small vessels in 36 feet in the eastern part of the harbor between **Fish Point** and the entrance of Pemaquid River. The preferred anchorage for small craft, although crowded, is said to be north of the fort where the bottom is soft in places. The village of **Pemaquid Harbor** is on the north side of the entrance to the harbor. There are a number of private float landings and boatsheds.

Pemaquid River extends northeastward about 2 miles to the village of **Pemaquid**. The river is dry at low water near its head, and has a narrow, crooked channel marked by private buoys. On the point marking the southern entrance to Pemaquid River there is a prominent stone tower marking the position of the former **Fort William Henry**.

The pier and float landing of a lobster wharf are on the north side of Pemaquid River about 0.5 mile northeastward of the old fort. Depths of 3 feet are reported alongside the float; gasoline, diesel fuel, and some marine supplies are available.

Pemaquid Beach is a village on the south side of Pemaquid River at the entrance. There is a private wharf with a float at the old fort. A pier and float landing are at a State park, close northeastward of the private wharf. Depths of 10 feet are reported alongside the float. Parking, restaurant, and a small-craft launching ramp are available at the State park. Groceries and lodging can be obtained in the village nearby. A reef almost bare in places at low water extends offshore between the private wharf and the State park pier. Several small fish wharves are to the eastward on the south side of the river.

A ledge, partly bare at half tide, extends 225 yards north-northeastward from the north end of Johns Island, where it is marked by a spindle, and another shoal cleared to 13 feet is about 0.3 mile south of the island.

Thurston Ledges are mostly bare rocks extending 300 yards southward from **Thurston Point** on the north side at the entrance of Pemaquid Harbor, their south edge being 300 yards northward of Beaver Island.

Routes.—Pemaquid Harbor can be entered from westward by passing midchannel between **Beaver Island**, the high rounded islet with some trees, 300 yards northward of Johns Island, and **Thurston Ledges**. From the southward, when 0.5 mile or more southward of Johns Island, steer so as to pass 150 yards eastward of Johns Island, being careful to avoid the 13-foot shoal southward of the island, and then westward of the western bare rocks of **Knowles Rocks**.

McFarlands Cove is on the western side of Johns Bay, northward and westward of **Witch Island**. A steep 150-foot hill is on the west shore of the cove. There is good anchorage in 24 to 36 feet in the cove for a small vessel about 300 yards northward of Witch Island.

McFarlands Ledges, about 450 to 800 yards north-northeastward of Witch Island, have a rock which uncovers 6 feet near the north end, and one uncovers at low water near the south end. A buoy marks the south end of the ledges. **Corvette Ledge**, about 200 yards northeastward of Witch Island, is covered 3 feet; a buoy marks its north end. When entering the cove from eastward between the buoys marking these two ledges, take care to avoid the rock awash off the northwestern point of Witch Island.

The Gut, a thorofare connecting McFarlands Cove with Damariscotta River, is described under the description of that river.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Boston	Commander	
	1st CG District	(617) 223-8555
	Boston, MA	

Table of Selected Chart Notes

Corrected through NM Oct. 30/10
Corrected through LNM Oct. 26/10

Mercator Projection
Scale 1:40,000 at Lat. 43° 52'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

NOTE X

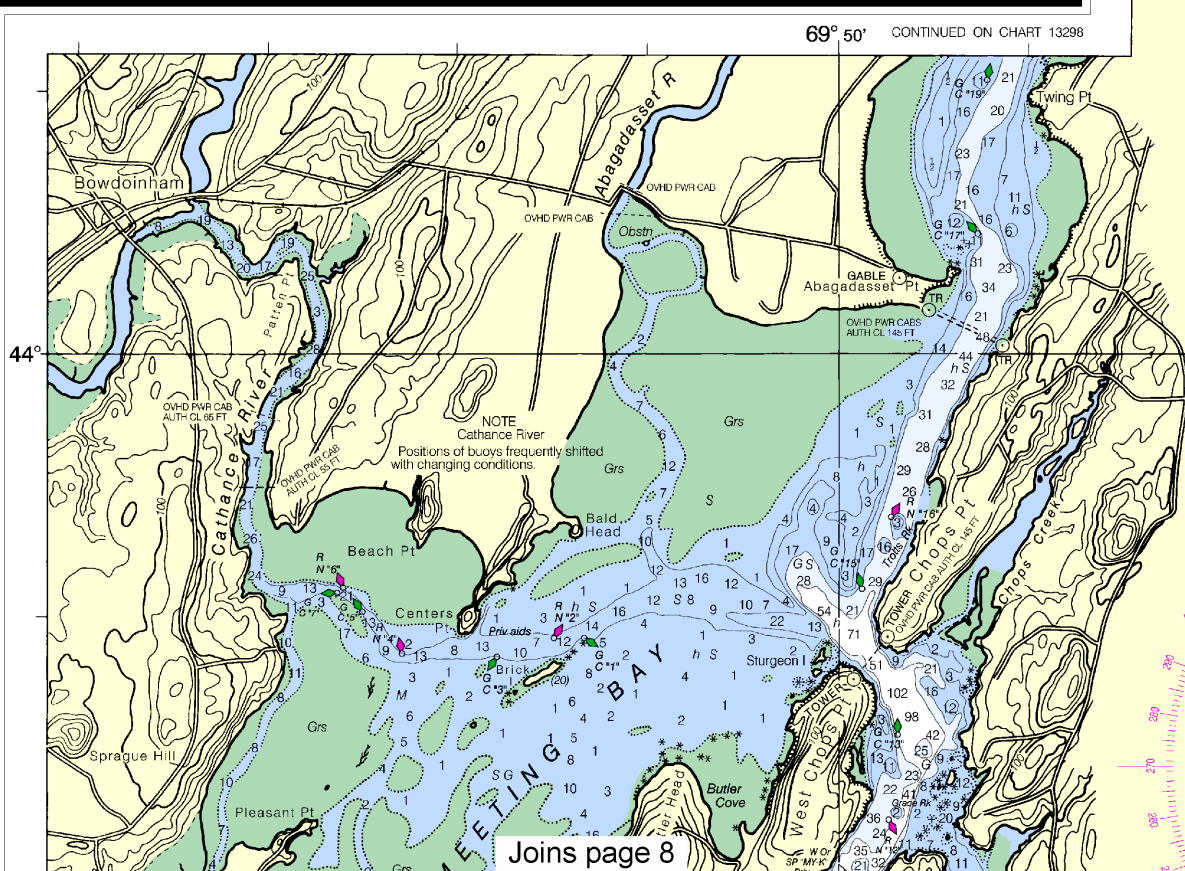
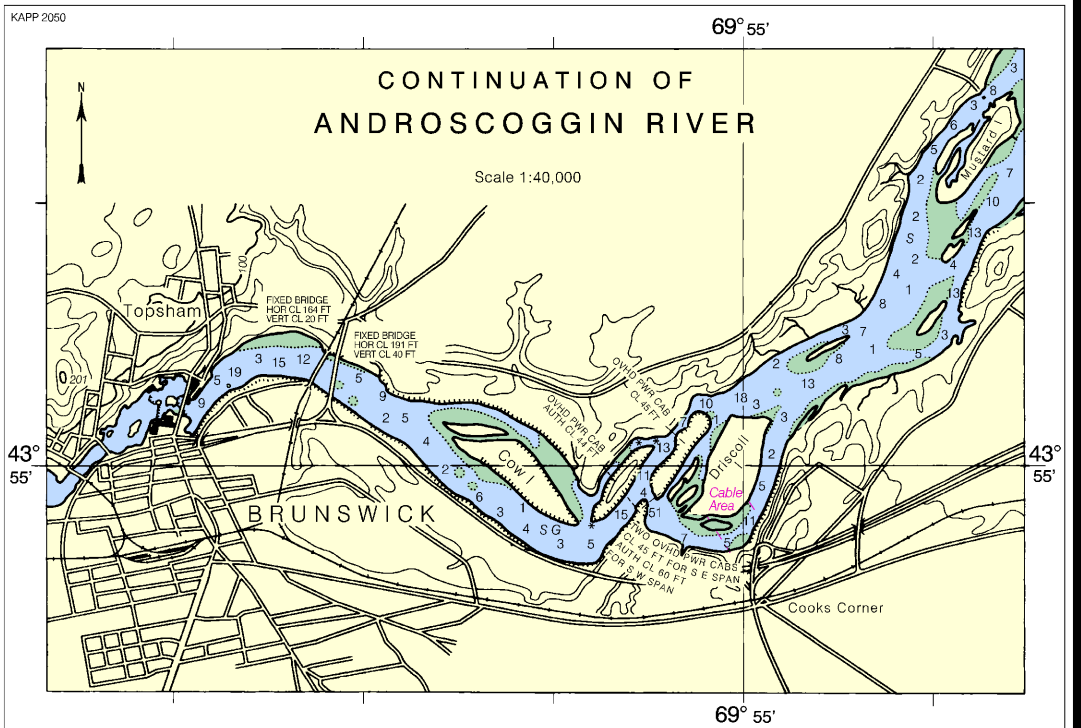
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

13293

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.



ABBREVIATIONS (For color)

- Aids to Navigation (lights are)
- AERO aeronautical
 - A/ alternating
 - B black
 - Bn beacon
 - C can
 - DIA diaphone
 - F fixed
 - Fl flashing

Bottom characteristics:

- Bds boulders
- bk broken
- Cy clay

Miscellaneous:

- AUTH authorized
- ED existence doubtful
- (21) Wreck, rock, obst
- (2) Rocks that cover
- COLREGS: International Regulations for Preventing Collisions at Sea

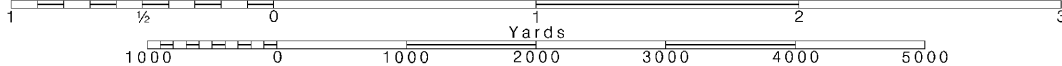
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

MAINE

AMARISCOTTA, SHEEPSCOT AND KENNEBEC RIVERS

Mercator Projection
Scale 1:40,000 at Lat. 43° 52'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

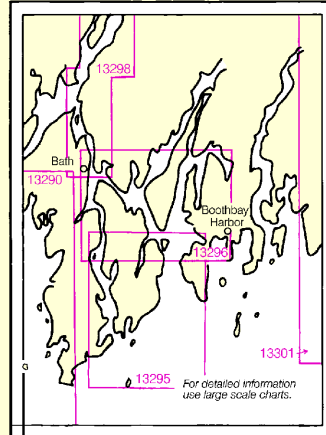
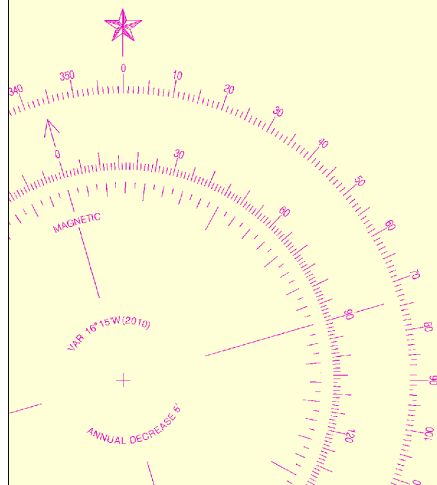
Additional information can be obtained at nauticalcharts.noaa.gov.

complete list of Symbols and Abbreviations, see Chart No. 1,
are white unless otherwise indicated:

G green	Mo morse code	R TR radio tower
IQ interrupted quick	N nun	Rot rotating
ISO isophase	OISC obscured	s seconds
LT HC lighthouse	Oc occulting	SEC sector
M nautical mile	Or orange	St M statute miles
m minutes	Q quick	VO very quick
MICRO TR microwave tower	R red	W white
Mkr marker	Ra Ref radar reflector	WHIS whistle
	R Bn radiobeacon	Y yellow
Co coral	gy gray	Oys oysters
G gravel	h hard	Rk rock
Grs grass	M mud	S sand
		so soft
		Sh shells
		sy sticky

Obstr obstruction
PA position approximate
PD position doubtful
Rep reported
Subm submerged

struction, or shoal swept clear to the depth indicated.
r and uncover, with heights in feet above datum of soundings.
onal Regulations for Preventing Collisions at Sea, 1972.
ation lines are shown thus: ---



NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 1. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.
Refer to charted regulation section numbers.

NOTE D

RECOMMENDED VESSEL ROUTE

Recommended Vessel Route for vessels entering and departing the Sheepscot River, Maine. While not mandatory, vessels are requested to follow it.
U.S. Coast Pilot Volume 1, Chapter 2

Joins page 9

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

POLLUTION REPORTS

Report all spills of oil and hazardous substance Response Center via 1-800-424-8802 (toll free), or Coast Guard facility if telephone communication is impossible.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

WARNING

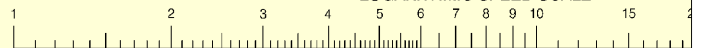
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

TIDAL INFORMATION

PLACE	He
NAME	(LAT/LONG)
Newcastle	(44°02'N/69°32'W)
Boothbay Harbor	(43°51'N/69°36'W)
Wiscasset	(44°00'N/69°40'W)
Fort Popham	(43°45'N/69°47'W)
Bath	(43°55'N/69°49'W)
Brunswick	(43°55'N/69°58'W)

Dashes (- -) located in datum columns indicate unavailable datum values. Tide predictions, and tidal current predictions are available on the Internet (www.tidesandcurrents.noaa.gov) (Jun 2010).

LOGARITHMIC SPEED SCALE



To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. With right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 1

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.293" northward and 1.828" eastward to agree with this chart.

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140

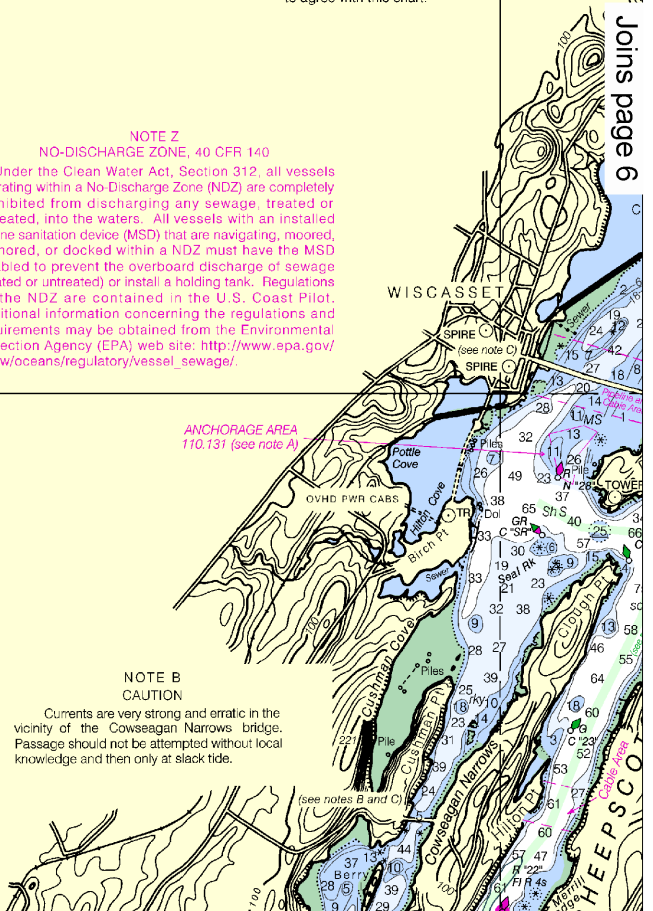
Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

ANCHORAGE AREA

110.131 (see note A)

NOTE B
CAUTION

Currents are very strong and erratic in the vicinity of the Cowseagan Narrows bridge. Passage should not be attempted without local knowledge and then only at slack tide.



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



CHARTMAKER SINCE 1807

TES - EAST COAST

MAINE

TA, SHEEPSCOT EBEC RIVERS

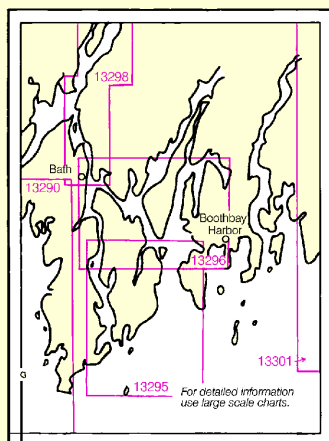
ator Projection
,000 at Lat. 43° 52'ican Datum of 1983
odetic System 1984)DINGS IN FEET
LOWER LOW WATER

Obtained at nauticalcharts.noaa.gov.

Joins page 5

radio tower
tailing
rinds
ector
statute miles
ry quick
te
Whistle
Y yellowso soft
Sh shells
sy sticky

Subm submerged

**NOTE A**

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Recommended Vessel Route for vessels entering and departing the Sheepscot River, Maine. While not mandatory, vessels are requested to follow the designated route. See U.S. Coast Pilot Volume 1, Chapter 8.

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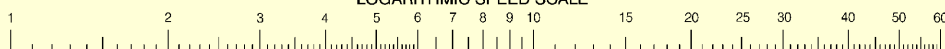
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Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Newcastle	(44°02'N/69°32'W)	10.1	9.7	0.3
Boothbay Harbor	(43°51'N/69°38'W)	9.6	9.1	0.3
Wiscasset	(44°00'N/69°40'W)	10.2	9.8	0.3
Fort Popham	(43°45'N/69°47'W)	9.1	8.7	0.3
Bath	(43°55'N/69°49'W)	6.9	6.6	0.2
Brunswick	(43°55'N/69°58'W)	4.1	3.9	0.1

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Jun 2010)

LOGARITHMIC SPEED SCALE

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

HORIZONTAL DATUM

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**NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140**

Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

**ANCHORAGE AREA
110.131 (see note A)****NOTE B
CAUTION**

Currents are very strong and erratic in the vicinity of the Cowseagan Narrows bridge. Passage should not be attempted without local knowledge and then only at slack tide.

Joins page 10

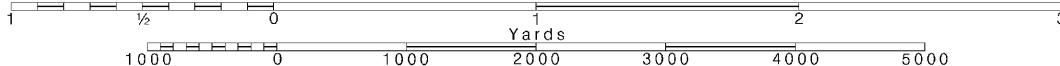
6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

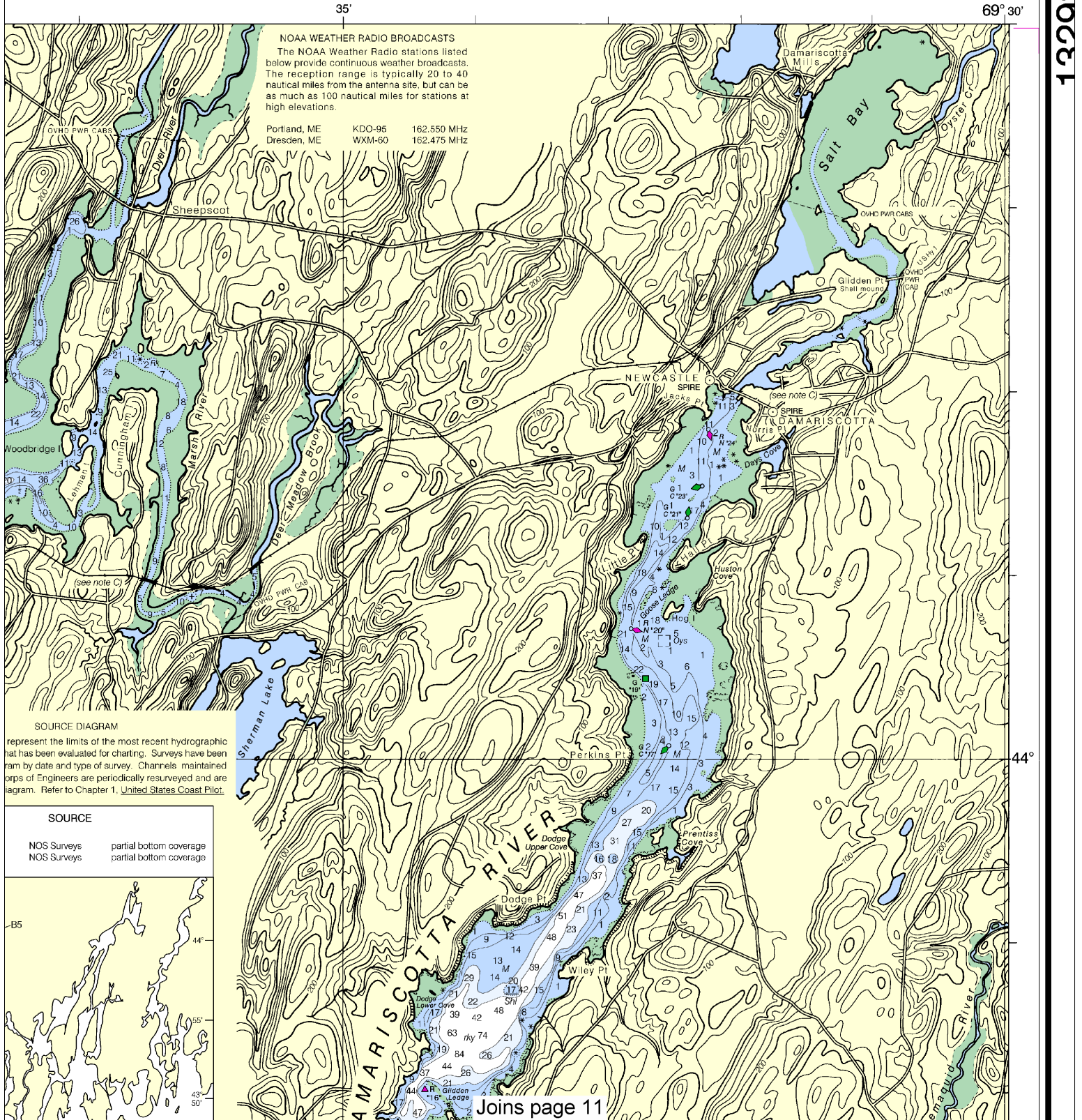
See Note on page 5.



PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at <http://ocsdta.nod.noaa.gov/ldr/inquiry.aspx>, or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.

SOUNDINGS IN FEET



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0213 1/8/2013,
NGA Weekly Notice to Mariners: 0413 1/26/2013,
Canadian Coast Guard Notice to Mariners: 1112 11/30/2012.

RECOMMENDED VESSEL ROUTE

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area

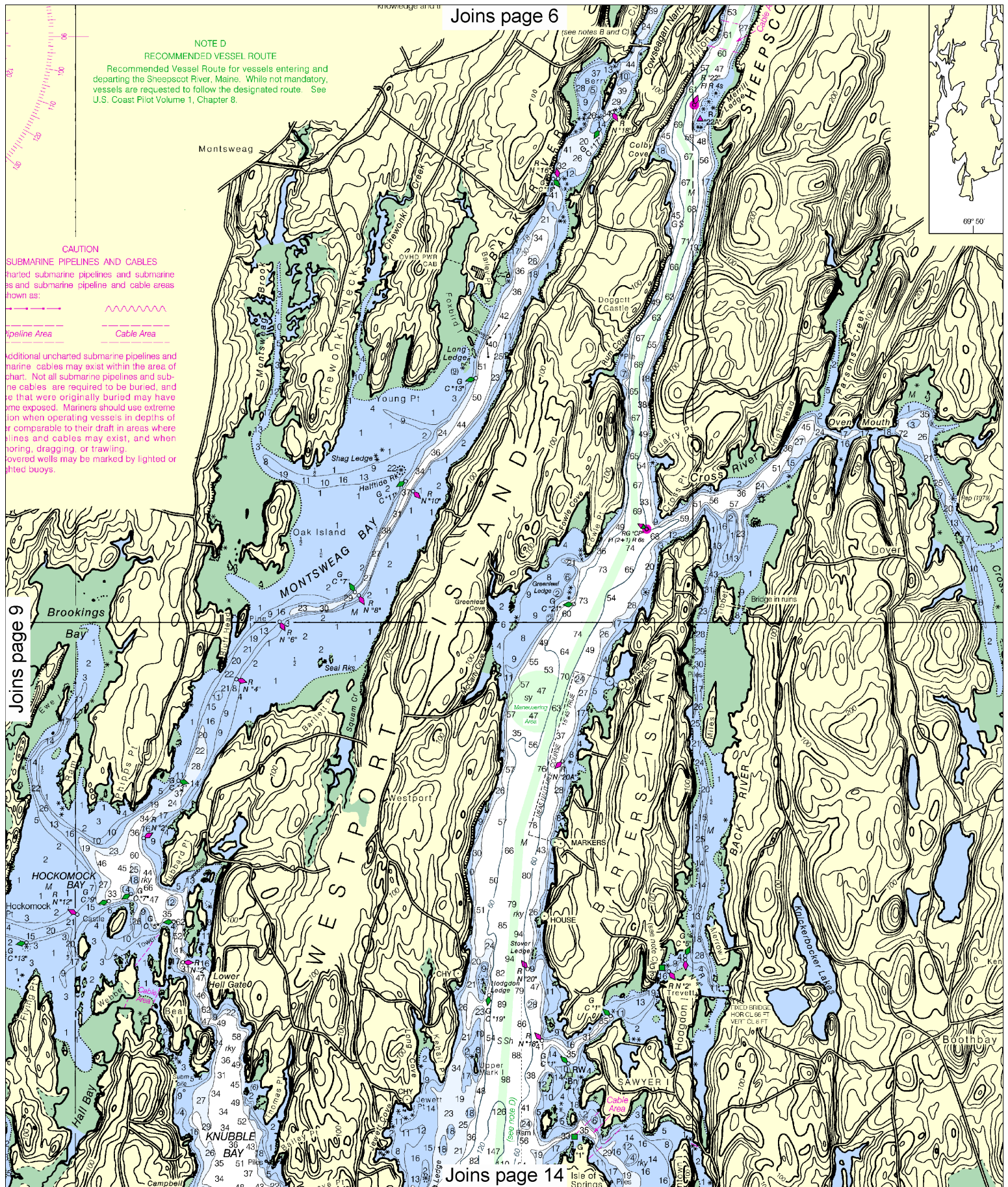
Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

Covered wells may be marked by lighted or unlighted buoys.

Joins page 10



NOTE D
RECOMMENDED VESSEL ROUTE
Recommended Vessel Route for vessels entering and departing the Sheepscot River, Maine. While not mandatory, vessels are requested to follow the designated route. See U.S. Coast Pilot Volume 1, Chapter 8.

CAUTION
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Pipeline Area
Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of 10 fathoms or less where pipelines and cables may exist, and when dredging, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

Joins page 9

Joins page 6

Joins page 14

10

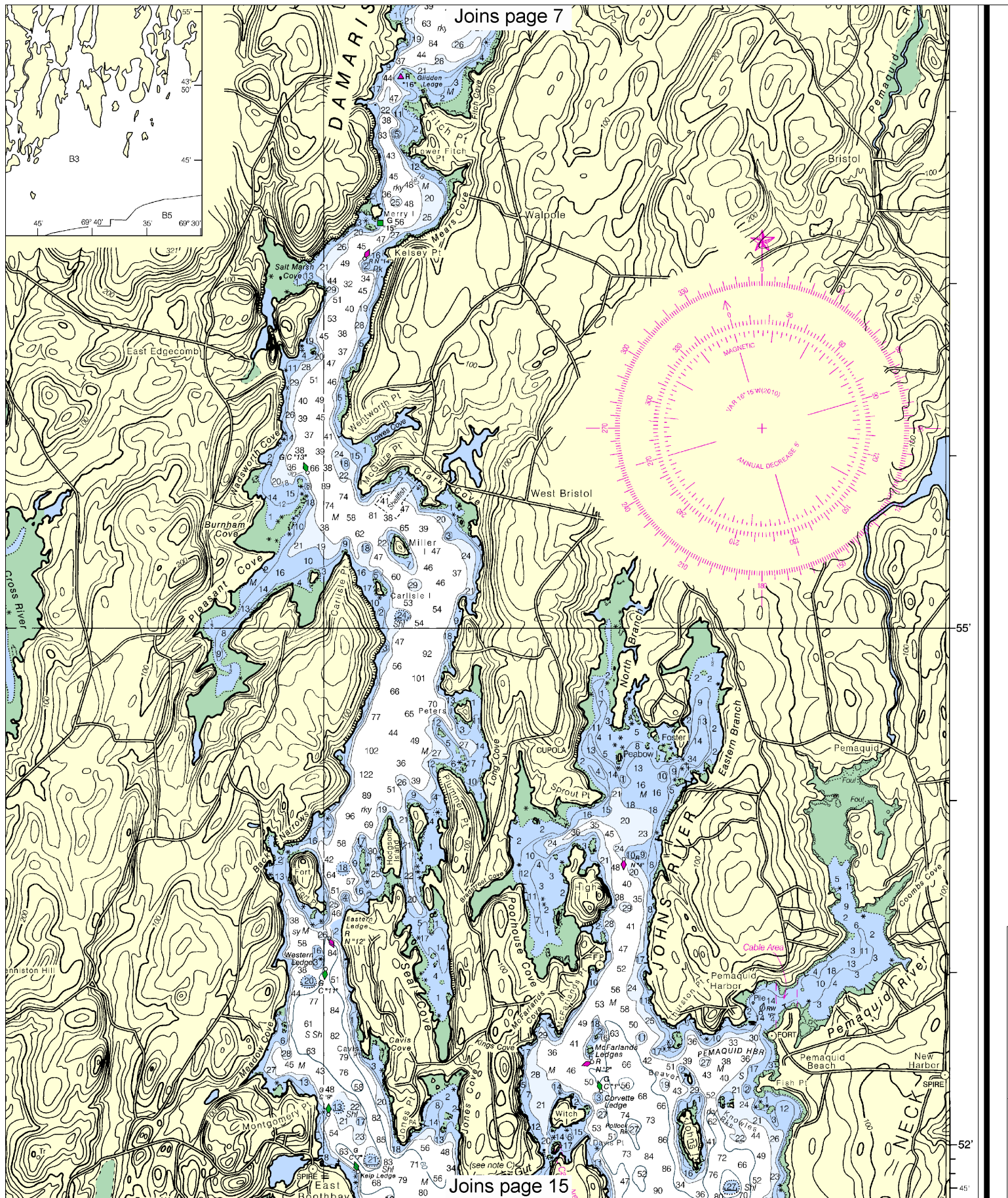
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





variation have been observed in an area around Ellingwood Rock for approximately 1 nautical mile in all directions.

Joins page 8

52°
45°
30°
15°
51°
50°
43°
50°

CAUTION
BASCULE BRIDGE CLEARANCES
For bascule bridges whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

SCALE 1:40,000
Nautical Miles

1000 0 1000 2000 3000 4000 5000
Yards

NOTE C

BRIDGE AND OVERHEAD POWER CABLE CLEARANCES

THE GUT DAMARISCOTTA R TO JOHNS R
SWING BRIDGE
HOR CL 26 FT
VERT CL 3 FT
OVHD PWR & T CABS
CL 55 FT

DAMARISCOTTA R AT DAMARISCOTTA
FIXED BRIDGE
HOR CL 96 FT
VERT CL 5 FT

TOWNSEND GUT SOUTHPORT I
SWING BRIDGE
HOR CL 52 FT
VERT CL 10 FT

BACK R BARTER I TO HODGDON I
SWING BRIDGE
HOR CL 40 FT
VERT CL 6 FT
OVHD TEL & PWR CABS
AUTH CL 38 FT (REP)

COWSEAGAN NARROWS
FIXED BRIDGE
HOR CL 100 FT
VERT CL 48 FT

SHEEPS COT R WISCASSET TO DAVIS I
FIXED BRIDGE
HOR CL 86 FT
VERT CL 25 FT

SHEEPS COT R MAINE DOT RR BRIDGE
AT CLARK PT ABOVE WISCASSET
BASCULE BRIDGE (DRAW CLOSED)
HOR CL 40 FT
VERT CL 8 FT

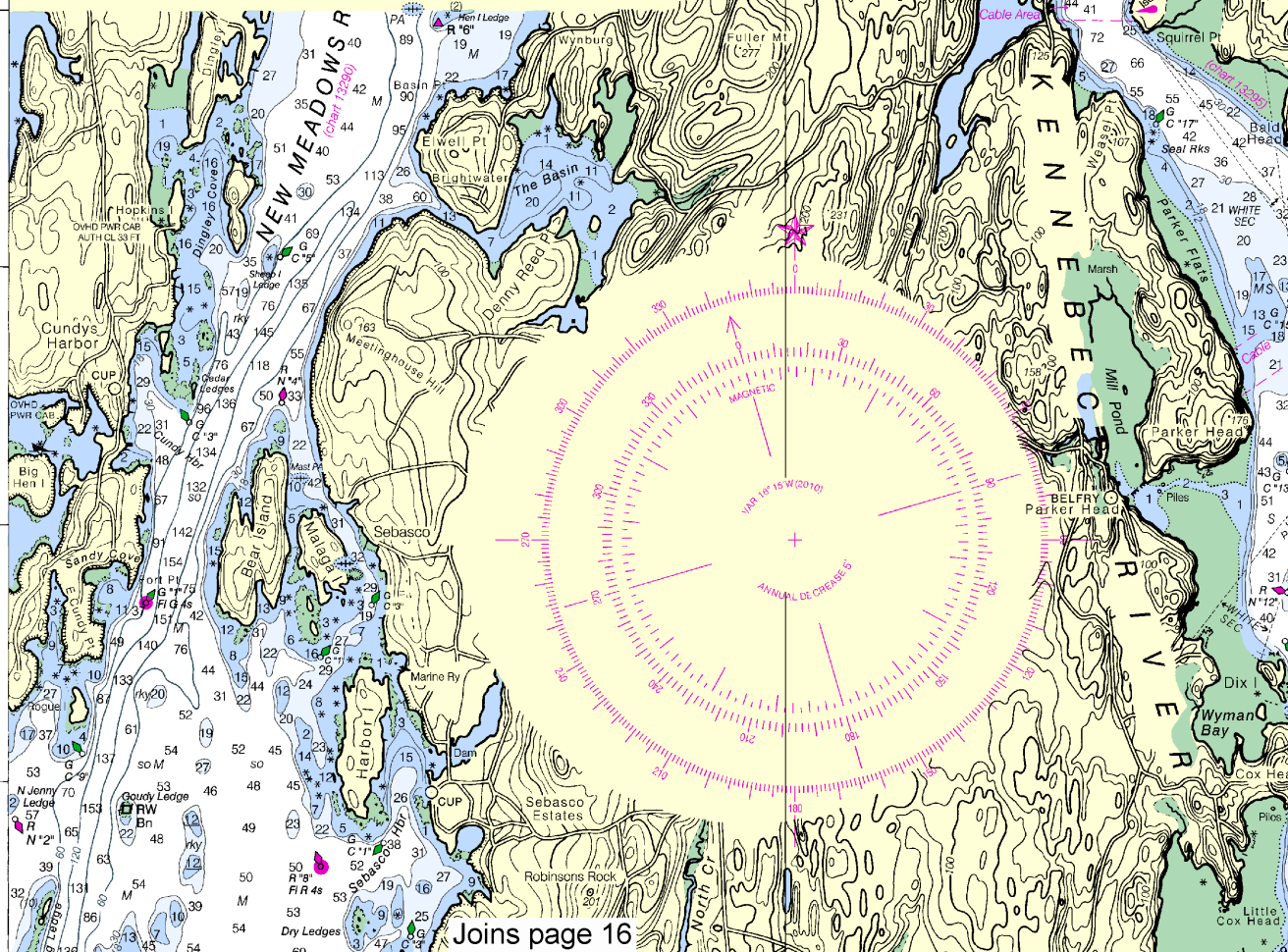
MARSH R MAINE DOT RR BRIDGE
FIXED BRIDGE
HOR CL 33 FT
VERT CL 22 FT

BACK R ARROWSIC I TO GEORGETOWN I
FIXED BRIDGE
HOR CL 145 FT
VERT CL 6 FT

KENNEBEC R BATH TO TOWESIC NECK RR BRIDGE
LIFT BRIDGE
HOR CL 200 FT
VERT CL 10 FT DOWN
VERT CL 136 FT UP

KENNEBEC R BATH TO TOWESIC NECK HWY BRIDGE
FIXED BRIDGE
HOR CL 200 FT
VERT CL 70 FT

SAGANOA R SAGANOA PT TO PREBLE PT
FIXED BRIDGE
HOR CL 200 FT
VERT CL 51 FT
OVHD PWR CAB
AUTH CL 75 FT



Joins page 16

12

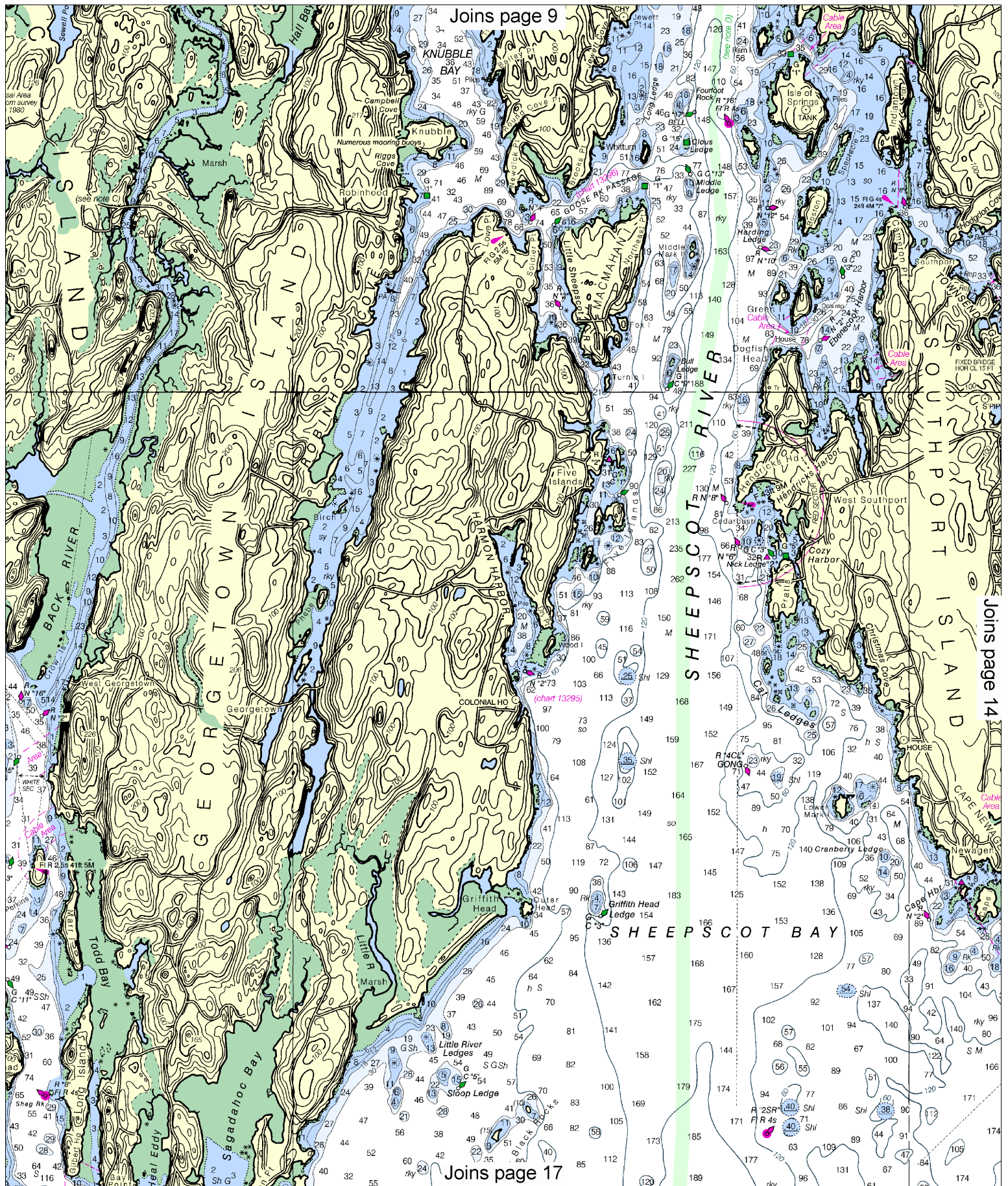
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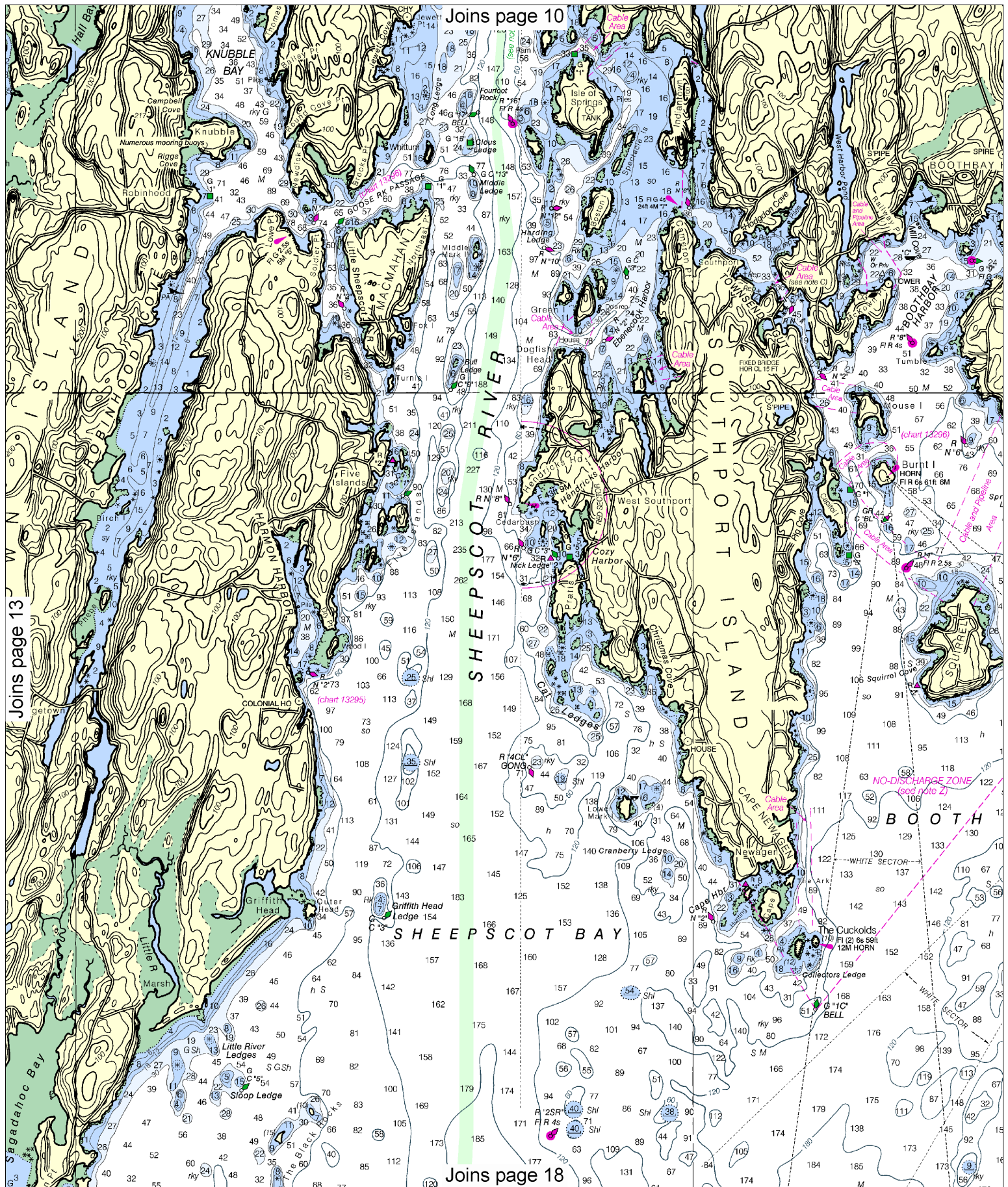
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.

1000 0 1000 2000 3000 4000 5000
Yards



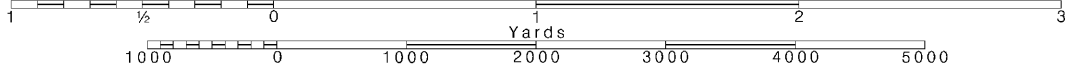


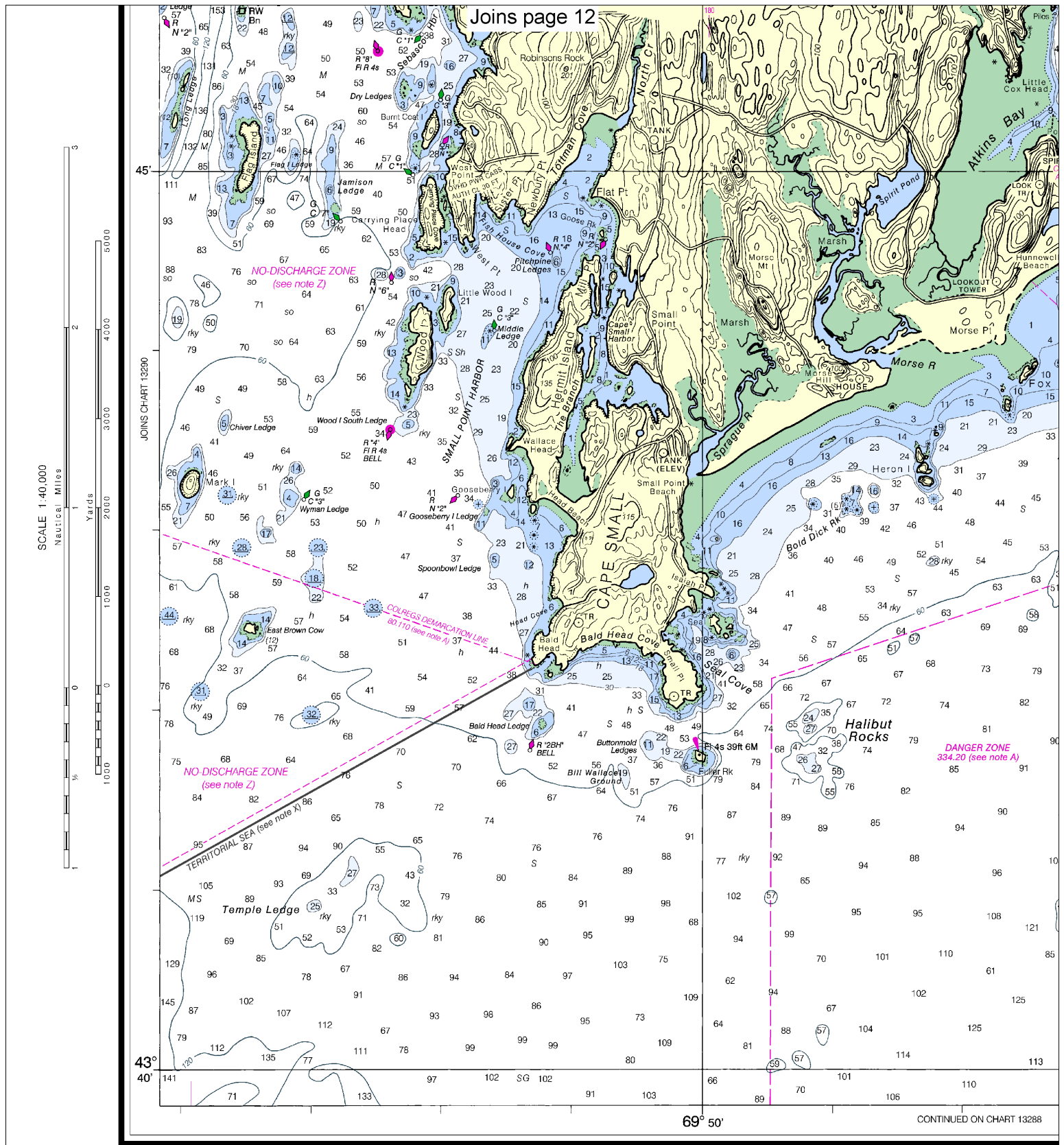
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





35th Ed., Oct. / 10 ■
13293

Corrected through NM Oct. 30/10
Corrected through LNM Oct. 26/10

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SOUNDING

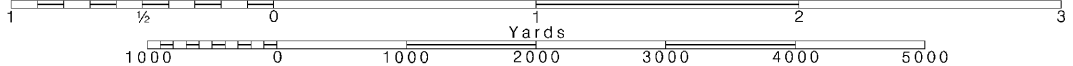
16

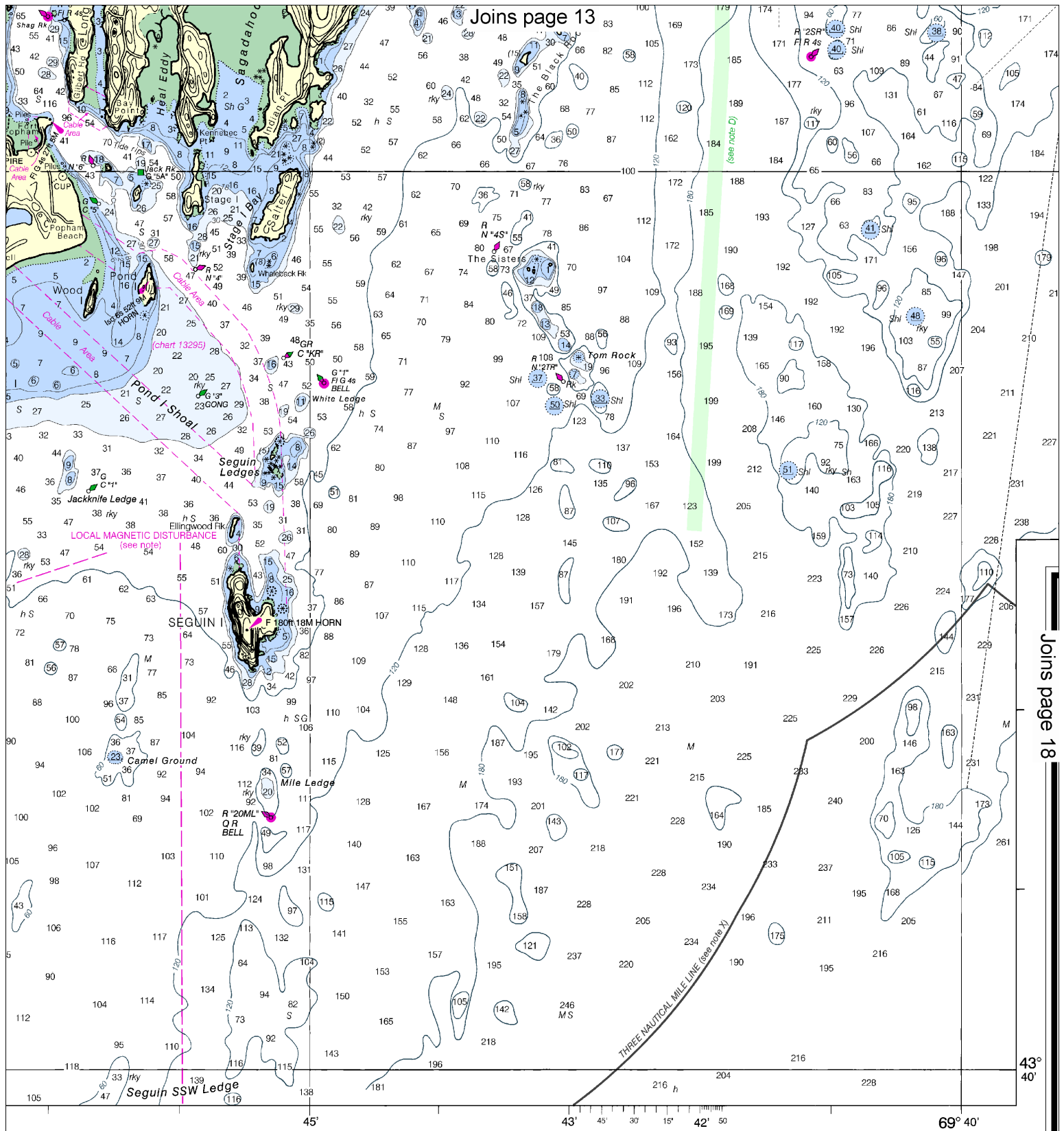
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

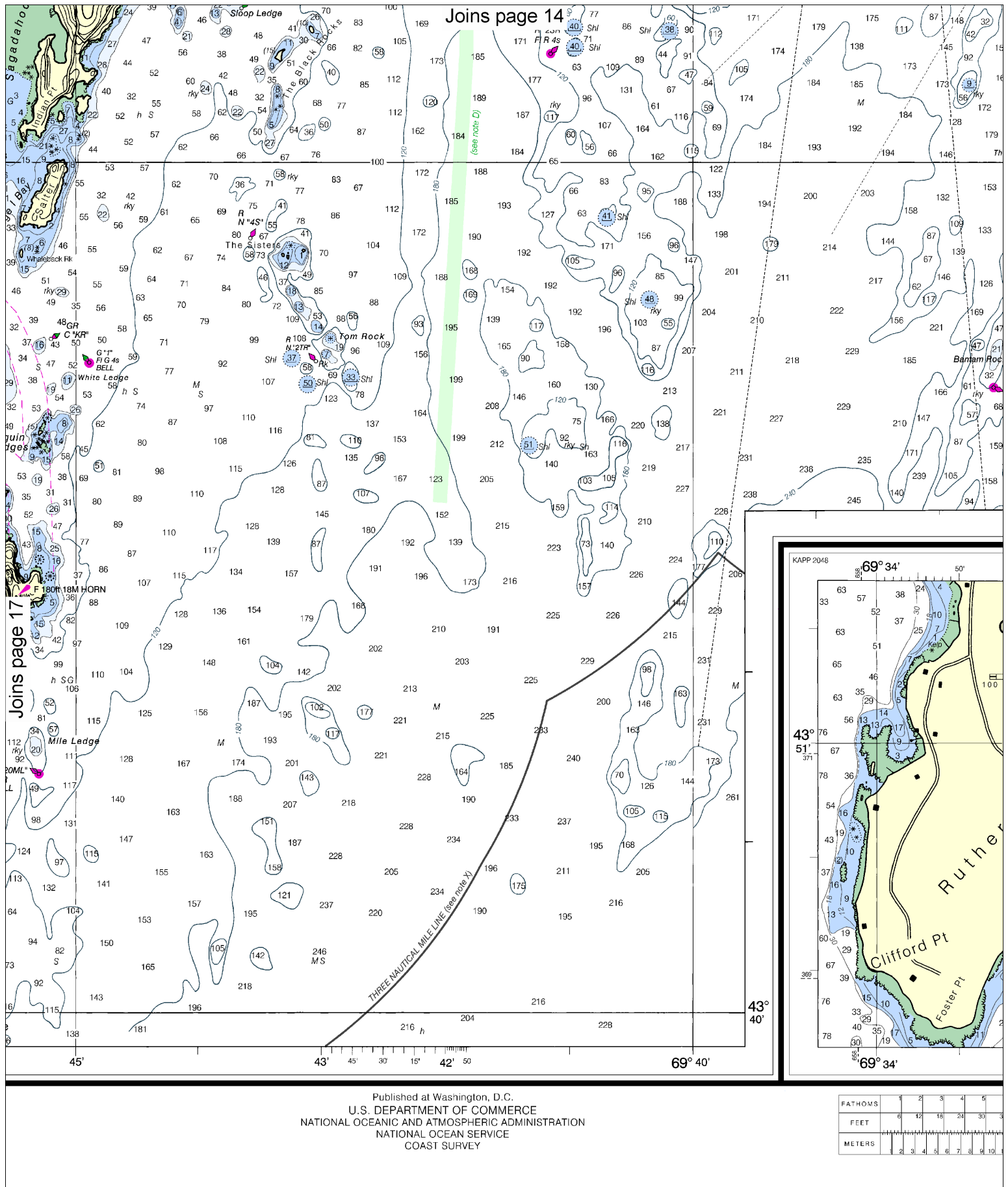
SCALE 1:40,000
Nautical Miles

See Note on page 5.





Joins page 18

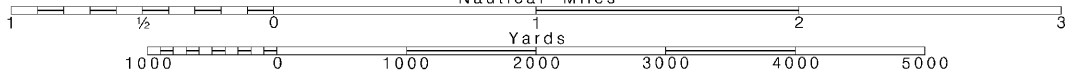


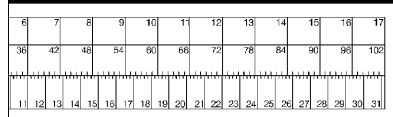
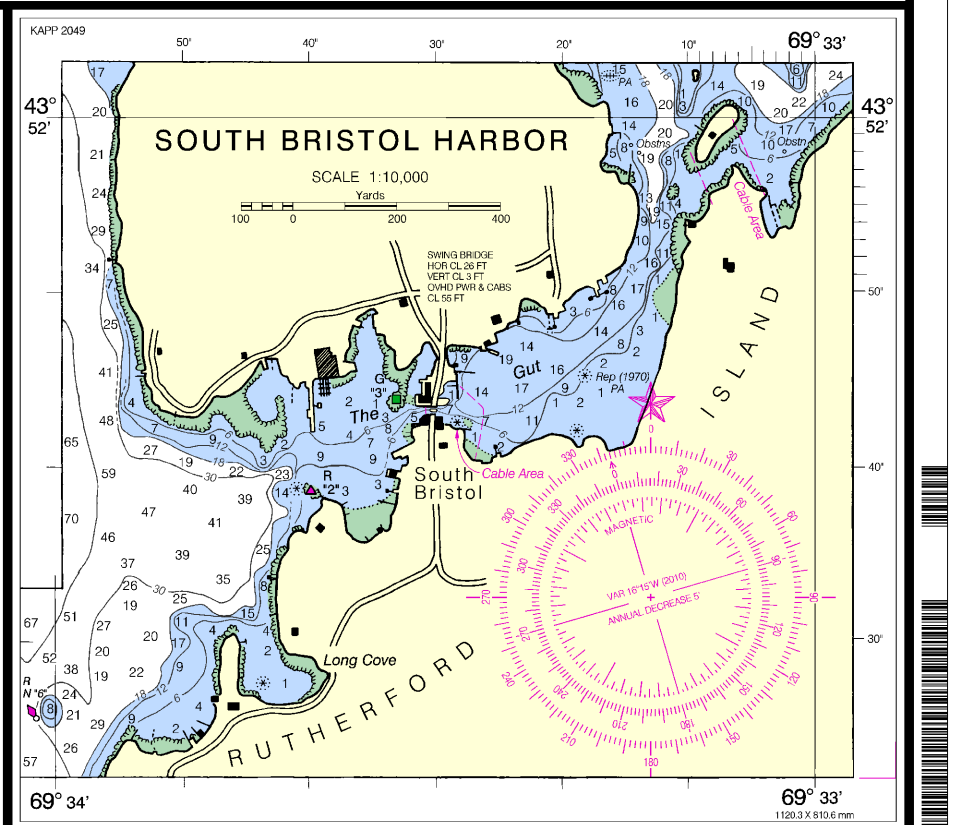
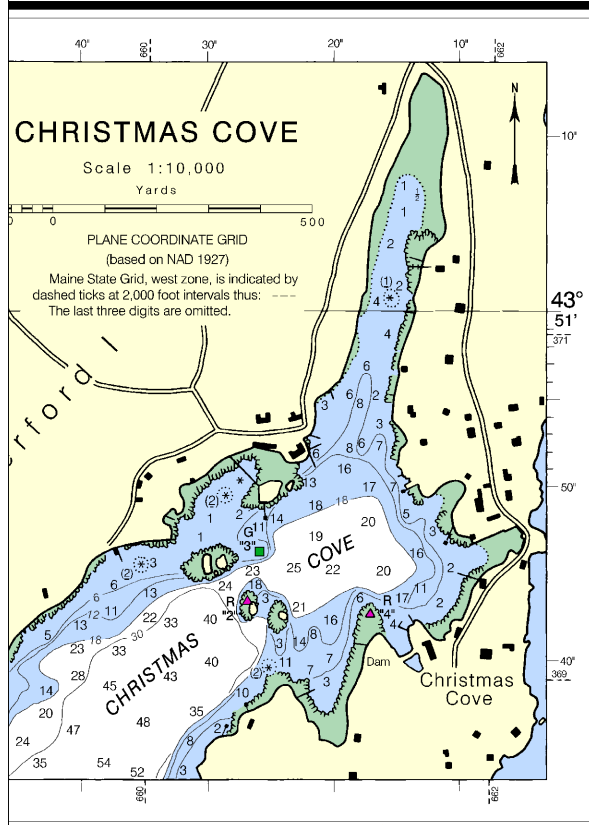
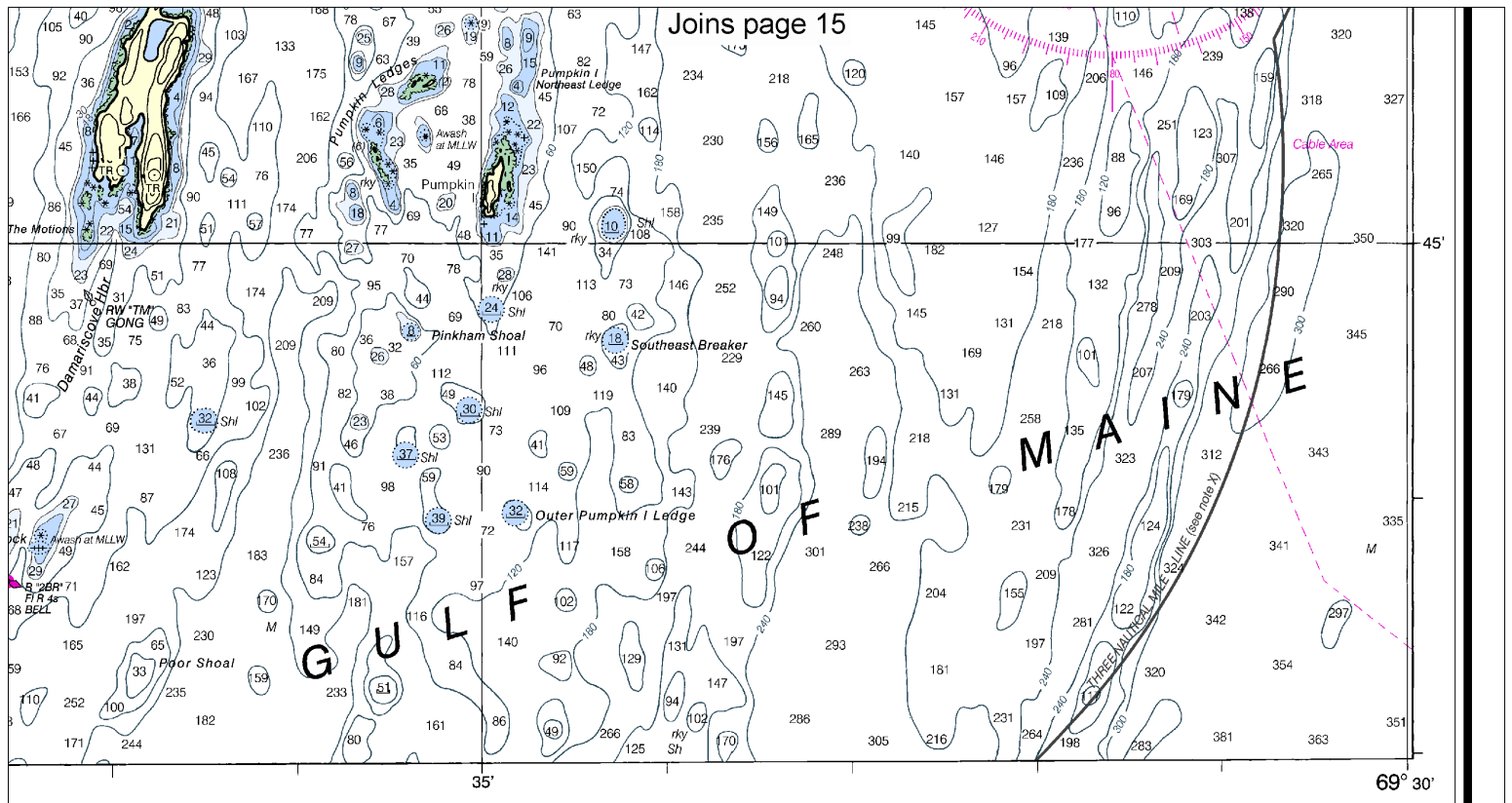
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





Damariscotta, Sheepscot and Kennebec Rivers
SOUNDINGS IN FEET - SCALE 1:40,000

13293



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

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National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
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NOAA's Office of Coast Survey



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